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Pt. above Sea-level.		Miles from Perth.	Stations.	Times.	Pt. above Sea-level.		Miles from Perth.	Stations.	Times.	Pt. above Sea-level.		Miles from Brisbane.	Stations.	Times.	Pt. above Sea-level.		Miles from Brisbane.	Stations.	Times.
38	..	Perth ..	.. dep.	P.M. 9 0 Tu, Th, Sat	500	1269	Wirraminna (T.)	dep.	A.M. 12 28 Fri, Sun, Tue	39	—	Brisbane ..	dep.	A.M. 8 5 Sa, Tu, Thur	597	2227	Coondambo ..	dep.	A.M. 5 35 C.S. Wd, Sat, Mon
490	66	Northam ..	..	A.M. 12 3 Wed, Fri, Sun	340	1286	Lake Hart ..	..	1 3 C.S.	2876	223	Wallangarra ..	arr.	5 55 P.M. R.R.	489	2258	Kingoonya (T.)	..	7 0
1046	168	Merredin ..	..	5 13 R.R.*	621	1313	Pimba (T.)	..	2 20	—	—	(Change Trains)	dep.	6 17	—	2294	245 Miles ..	..	8 11 C.S.
1163	236	Southern Cross ..	..	8 13 R.R.*	259	1332	Wirrappa ..	..	3 6	67	715	Sydney ..	arr.	A.M. 11 25 Su, Wed, Fri	392	2306	Tarcoola (T.)	..	8 50 A.T. R.R.*
1240	375	Kalgoorlie (T.)	.. arr.	P.M. 1 49 Wed, Fri, Su	243	1355	Wooalla (T.)	..	3 57	—	—	(Change Trains)	dep.	P.M. 7 25	499	2370	Wynbring ..	..	10 19 C.T.
—	—	(Change Trains)	dep.	2 15 R.R.	287	1374	Bookaloo ..	..	4 44	534	1116	Albury ..	arr.	A.M. 7 20 Mon, Th, Sat	490	2425	Barton (T.)	..	12 45
1218	377	Parkeston (T.)	..	2 28	176	1392	Hesso ..	..	5 21 C.S.	—	—	(Change Trains)	dep.	P.M. 7 47 R.R.	758	2456	Immarna (T.)	..	2 25
1239	390	Golden Ridge ..	..	2 53 C.S.	—	—	Port Augusta (T.)	arr.	6 25 R.R.*	31	1306	Melbourne ..	arr.	A.M. 12 51 Mon, Th, Sat	581	2476	Ooida (T.)	..	3 30
1153	412	1014 Miles ..	..	3 35 C.S.	961	1451	Quorn ..	.. arr.	10 10 R.R.*	—	—	(Change Trains)	dep.	P.M. 4 30 Mon, Th, Sat	383	2528	Fisher ..	..	5 13 C.S.
1186	443	Karonie ..	..	4 44	—	—	..	.. dep.	10 17	—	—	..	.. dep.	A.M. 7 40 R.R.	404	2562	Cook (T.)	..	6 32
1162	480	946 Miles ..	..	5 52 C.S.	1733	1496	Eurelia ..	.. arr.	P.M. 12 11 R.R.	395	1593	Serviceton ..	..	A.M. 3 12 M.T. Tu, Fri, Sun	471	2616	Hughes ..	..	8 27
894	503	Zanthus (T.)	..	6 54	—	—	..	.. dep.	12 36	53	1729	Murray Bridge ..	..	P.M. 6 55 A.T. R.R.	522	2548	Denkin ..	..	9 29 C.S.
618	580	Naretha ..	..	9 20 P.T.	1634	1546	Terowie ..	.. arr.	2 46 R.R.*	101	1789	Adelaide ..	.. arr.	P.M. 9 55 Tu, Fri, Sun	540	2581	632 Miles ..	..	10 58
603	610	Rawlinna (T.)	..	11 15 C.T.	—	—	(Change Trains)	dep.	3 16	—	—	(Change Trains)	dep.	P.M. 10 45 Tu, Fri, Sun	528	2700	Forrest ..	..	11 36 C.S.
582	655	Haig ..	..	12 45 Thu, Sat, Mon	881	1622	Riverton ..	.. arr.	5 34 R.R.	881	1852	Riverton ..	.. arr.	P.M. 12 35 R.R.	603	2704	Loongana (T.)	..	Su, Tu, Th. 1 55 A.M. 3 5 A.M.
608	711	Loongana (T.)	..	3 5	—	—	..	.. dep.	5 59	—	—	..	.. dep.	P.M. 1 0	582	2820	Haig ..	..	4 9 5 19
528	775	Forrest ..	..	5 9 C.S.	101	1686	Adelaide ..	.. arr.	7 50 Fri, Sun, Tu	1634	1929	Terowie ..	.. arr.	P.M. 3 40 R.R.*	603	2865	Rawlinna (T.)	..	5 47 C.T. 6 57 C.T.
540	794	632 Miles ..	..	6 12	—	—	(Change Trains)	dep.	8 30 Fri, Sun, Tu	—	—	(Change Trains)	dep.	P.M. 4 10	618	2895	Naretha ..	..	6 7 P.T. 7 17 P.T.
522	827	Denkin ..	..	7 16 C.S.	53	1746	Murray Bridge ..	..	11 21 A.T. R.R.	1733	1979	Eurelia ..	.. arr.	P.M. 6 27 R.R.	894	2970	Zanthus (T.)	..	8 46 9 36
471	859	Hughes ..	..	8 23	398	1882	Serviceton ..	..	A.M. 4 10 M.T. Sa, Mo, We	—	—	..	.. dep.	P.M. 6 52	1162	2905	946 Miles ..	..	9 34 C.S. 10 44 C.S.
404	913	Cook (T.)	..	10 23	1416	2095	Ballarat ..	.. arr.	10 25 R.R.	961	2024	Quorn ..	.. arr.	P.M. 8 40 R.R.*	1186	2932	Karonie ..	..	10 56 12 6
383	947	Fisher ..	..	11 27 C.S.	—	—	..	.. dep.	10 35	21	2049	Port Augusta (T.)	arr.	P.M. 10 5 Tu, Fri, Sun	1153	3062	1014 Miles ..	..	11 56 C.S. 1 6 C.S.
381	969	Ooida (T.)	..	1 30	—	—	(Change Trains)	dep.	1 0 Sa, Mon, Wed	—	—	(Change Trains)	dep.	P.M. 10 50 R.R.*	1239	3085	Golden Ridge ..	..	12 39 C.S. 1 49 C.S.
758	1019	Immarna (T.)	..	2 25	534	2360	Albury ..	.. arr.	10 19 R.R.	176	2083	Hesso ..	..	A.M. 11 56 C.S.	1218	3098	Parkeston ..	..	1 8 2 18
499	1050	Barton (T.)	..	3 35	—	—	(Change Trains)	dep.	10 40	287	2101	Bookaloo ..	..	P.M. 12 47 Wed, Sat, Mon	1240	3100	Kalgoorlie (T.)	.. arr.	1 18 Sun, Tu, Th. 2 28 Th. 5 15 Th. P.M.
499	1105	Wynbring ..	..	5 38 C.T.	67	2761	Sydney ..	.. arr.	A.M. 10 30 Su, Tu, Th	243	2120	Wooalla (T.)	..	A.M. 1 27	—	—	(Change Trains)	dep.	4 30 Sun. 5 15 Th. P.M.
392	1169	Tarcoola (T.)	..	8 42 A.T. R.R.*	—	—	(Change Trains)	dep.	P.M. 3 30 Su, Tu, Th	259	2143	Wirrappa ..	..	P.M. 2 24	1163	3239	Southern Cross ..	..	10 47 11 32 R.R.*
—	1181	245 Miles ..	..	9 6 C.S.	2876	3253	Wallangarra ..	.. arr.	A.M. 9 7 Mon, Wed, Fri	621	2162	Pimba (T.)	..	A.M. 3 24	1046	3307	Merredin ..	..	1 42 Mon. 2 27 Fr. Wd. R.R.*
489	1217	Kingoonya (T.)	..	10 26	—	—	(Change Trains)	dep.	P.M. 9 30 R.R.	340	2189	Lake Hart ..	..	P.M. 4 17 C.S.	490	3409	Northam ..	..	6 19 7 4
597	1248	Coondambo ..	..	11 40 C.S.	39	3475	Brisbane ..	.. arr.	P.M. 6 40 Mon, Wed, Fri	500	2206	Wirraminna (T.)	..	P.M. 4 55	38	3476	Perth ..	.. arr.	9 7 Mon. 9 47 Fri.

Times shown in light face figures denote A.M. time. Dark-face figures denote P.M. time.

(T) Indicates that telegrams may be dispatched from or received at stations so marked.

C.S. Stations so marked are unattended, and trains will stop only when required to pick up or set down passengers.

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Attended station. Intending passengers should stop the train by exhibiting the signal provided for the purpose.

5.30 a.m. Express from Port Augusta and the 10.45 a.m. Express from Adelaide on Tuesdays, Fridays, and Saturdays will stop at this station.

1.30 p.m. Express from Port Augusta and the 1.45 p.m. Express from Adelaide on Tuesdays, Fridays, and Saturdays will stop at this station.

Trains from or for Western Australia.

Hammond, Carleton, Orrocco, Black Rock and Petersburg (for both local and through passengers), and Eastbound passengers directed to alight at each intermediate station must so advise the Guard before departure from Port Augusta. Westbound passengers wishing to join at an intermediate station must so advise the Guard before departure from Port Augusta.

P.T. denotes Perth Time, which is 11 hours ahead Adelaide time and 2 hours behind Melbourne time.
C.A. denotes Central Time, which is 45 minutes ahead of Perth time and 45 minutes behind Adelaide time.
A.A. denotes Adelaide time, which is 14 hours ahead of Perth time and 30 minutes behind Melbourne time.
M.B. denotes Melbourne time, which is 2 hours ahead of Perth time and 30 minutes ahead of Adelaide time.
R.R. denotes Refreshment Rooms at which meals may be obtained.
R.R.R. denotes Refreshment Rooms at which light refreshments only may be obtained.

NOTE.—Brisbane, Sydney, and Melbourne observe the same time.

When travelling East, passengers are required to leave the train 45 minutes each night on the Trans-Australian Railway and 30 minutes between Adelaide and Melbourne.

When travelling West, watertops are retarded 30 minutes between Melbourne and Adelaide and 45 minutes each night on the Trans-Australian Railway.

DISTING CARS are attached to trains between ADELPHY-MELBOURNE, MELBOURNE-ARARAT, PORT AUGUSTA-KALGOORILIE, KALGOORILIE-PERTH.

—	Distance between.	Time occupied.
Perth to Adelaide ..	1,686 miles	69½ hours
Adelaide to Melbourne ..	483½ "	16 "
Melbourne to Sydney ..	591½ "	17½ "
Sydney to Brisbane ..	715 "	27½ "

The Railway.

The Trans-Australian Railway was constructed and is owned and operated by the Commonwealth of Australia.

It connects Kalgoorlie in Western Australia with Port Augusta in South Australia.

The gauge of the line is the world's standard, viz., 4 ft. 8½ in.

The rails used are 80 lb. to the yard, and altogether approximately 140,000 tons were needed to construct the line.

Sleepers of best Australian timbers, and to the number of about 2,500,000, support the rails, whilst the ballast, so far used, consists of broken stone and gravel.

The ruling gradient is 1 in 100 (except on a short distance where it is 1 in 80), and there are long stretches in which the earthwork was very light. Nevertheless, the construction of the railway involved the removal of about 5,000,000 cubic yards of earth and rock. In one 25-mile stretch through sandhill country, 1,000,000 cubic yards were removed. Some cuttings through sandhills have had to be faced with stone and other material to prevent the sand from drifting.

In crossing the Nullarbor Plain, so named because it is treeless, the railway runs without a curve for 300 miles, which is probably the world's record for a "straight."

In all its length of over 1,051 miles, the line does not cross a single permanent stream of water.

The Region Traversed.

The country through which the railway runs falls naturally into four divisions:—

1. The granitic plateau, extending for 167 miles eastward from Kalgoorlie.
2. The limestone "plain," which runs for 450 miles to the east from the edge of the granitic country.
3. The belt of sandhills on the eastern edge of the limestone region, through which the line runs for about 60 miles.
4. The stretch of country extending for nearly 400 miles from the eastern edge of the sandhills to Port Augusta.

Of these, the westernmost division resembles the gold-fields country of Western Australia; the easternmost is of the same type as the neighbouring parts of South Australia; but the limestone plains are not quite like anything else in Australia, or, indeed, on this earth.

From Kalgoorlie the line runs across a plateau, dipping very slowly towards the east on the whole, but swelling at intervals into regular ridges, and broken by out-crops of granite which form low rounded hills. At a place 101 miles east of Kalgoorlie there is a shallow cutting through the summit of one of these ridges, and this is the highest point on the line—1,326 feet above sea-level. At Goddard's Creek, 45 miles further on, the level falls to 900 feet.



Young Native Dogs.

5

This first section of the line runs through timbered country nearly all the way. Much of it is covered fairly thick with salmon gums and other eucalypts of fair size, running up to 50 or 60 feet in height. In parts the kurrajong and the odorous sandalwood—the true sandalwood of commerce—are fairly abundant. In fact, many hundreds of tons of sandalwood have already been cut and sent down the line, to find its way to the East and lend its heavy fragrance to Chinese joss-houses. Here and there grow clumps of that strange eucalypt, the gimletwood, its grain twisted like the tool from which it takes its name. For mile after mile the countryside gleams white with everlasting daisies, and, in the spring,



Transporting Material during Construction.

the native hop, with its rich, reddish-brown masses of flowers, stands out in strong contrast to the sombre green of the trees and shrubs.

The granite dips beneath the limestone 167 miles from Kalgoorlie and here you pass abruptly into another world. The outward and visible sign of the change is the vanishing of the eucalypts. So sudden and complete is their passing that a line could be drawn north and south across the country, to the west of which the gums dominate the scenery, while to the east there are none. From this onward you see not a single eucalyptus, great or small, till the mallee gums of the Ooldea sandhills, 450 miles to the east, are reached. A trip along this line can be confidently recommended to those critics who complain of the "eternal gum-tree" in Australian landscapes. Nowhere, except in the western division, is the gum-tree the dominant tree of the countryside. On this second division, the largest of all, it is completely absent, while in the east it plays quite a secondary part as compared with the myall, the mulga, and other acacias, and the black oak.

But though the limestone appears 167 miles out, there is still 40 miles to go before the open plain is reached. Here grow the black oak, with its dark, rugged stem and the hair-like foliage which marks all the casuarina family, the myall, and the mulga, with their dull-green leaves. Below are the saltbush and the bluebush, the characteristic plants of all this country. The bluebush is particularly conspicuous with its leaves of a bluish-white, a shade which no other plant can quite rival.

As the line approaches the 200-mile mark the trees grow more and more scattered, and the bluebush and the saltbush spread. Naretha, at the 205-mile post, lies just to the east of a ridge with a fair growth of black oak, myall, and mulga, and, from this point onward, the line runs over the Nullarbor Plain. Except for a narrow belt a couple of miles wide, of black oak and myall, which crosses the line, running north and south, 286 miles out, there is not a tree, and only at long intervals a bush more than 3 or 4 feet high is visible.

6

Once past this belt and you are on the true Nullarbor Plain. It is not a dead level, but rolls away mile after mile, league after league, in very gentle undulations. It dips slowly, very slowly indeed, much less than a foot in a mile on the average, towards the east. A foot or so of red soil covers the limestone, but on all the rises fragments of broken limestone project upwards through the soil or lie loose upon the surface. Here and there are dongas or slight depressions in the surface, in which a greater depth of soil collects, and these show in spring a luxuriant growth of grass and vegetation. As a rule they are small, only a few acres, but some of those near the western end of the plain contain hundreds of acres. Some

of them are covered with grass a foot long, waving in the wind, and sprinkled with pink and white daisies and other flowers. These dongas become very rare over the great central area of the plain, but reappear again in some numbers towards its eastern edge.

But the characteristic plants of the plain are the bluebush, with its ghostly colouring; and the saltbush, best of all native fodder plants, with its greyish-green leaves, salt, but not unpleasant to the taste. Alone or with a few kindred plants they cover almost the whole surface. Grass comes in the spring but withers before the heat of summer, but the saltbush and the bluebush go on for ever. No bush-fire has ever come to sweep the surface of the plain; at least there are no traces of fire to be seen. The saltbush and the bluebush are so constructed that their leaves absorb the moisture from every chance shower of rain, and when no rain comes they can drink in the dew that often falls heavily in these parts. Here and there a tiny dwarf acacia raises its spine-like leaves and yellow fluffy balls a few inches from the

ground, but it seems a stranger which has strayed into an uncongenial environment.

There is a fascination about these vast open plains different in kind, but quite as great as the fascination of the forest. For 300 miles the line runs without a curve. You look back and the shining rails run on towards infinity until they seem to meet in the dim distance. You look forward and see the same twin threads drawn out till they melt into one another. Elsewhere there is nothing but the plain and sky. The plain rolls away to just such a circular horizon as the voyager by water sees when out of sight of land. By day the sun shines in a heaven of cloudless blue or flecked at most by a few white clouds, and beneath it sleeps the circle of earth, unbroken by hill or valley, by tree or house, or any of those things that we look for in ordinary landscapes. By day the sun's light floods the shadeless plain, and by night the moon and the stars blaze forth with a brightness not seen in moister climates, and, under the moonlight, the bluish-white and grey-green of the bluebush and saltbush look even more unearthly and ghostlike than by day.

What area the limestone covers is as yet unknown, and the limits of the plain to the north of the line have never been determined. Probably the plain has a total area of nearly 100,000 square miles, or more than the area of the State of Victoria.

The geology of this strange region is but little known, but it is obvious that where the plain now stretches the sea once rolled. The limestone was of course laid down under water; indeed, much of it is full of the perfectly preserved remains of shells. Then, by a great upheaval—with which is perhaps connected the great depression in the ocean floor across the Great Australian Bight, where soundings of 3,000 fathoms occur at no great distance from the shore—the old sea-bed has been raised to dry land once more. Even now much of this ancient sea-bottom retains so much of its original nature that the water which it yields is as salt as the sea, and sometimes a good deal saltier.

7

Such water as falls on the surface this limestone absorbs like a sponge, and, beneath, it is full of caverns and subterranean passages. A characteristic feature of some parts of the plain are "blowholes," openings in the surface communicating with the underworld. There is a constant circulation of air below, and sometimes the "blowholes" give out a strong current, while others of them suck it in. The best cave as yet discovered is Lynch's Cave (named after the first Federal Minister to visit it), about 2 miles from the railway station at Loochana, 336 miles out. Here, there is a slight depression in the surface, notable because a needlebush some 7 feet high grows in it, and in the middle of this opens a round hole about 10 feet



Interior of Dining Car.

across. You climb down a ladder to the floor of the cave, 30 feet below the surface. The hole has opened out into a chamber 45 feet across with dark passages and crevices leading from it, and a blowhole in one corner through which comes a strong current of air. On the walls salt glistens like diamonds, and stalactites, pink and yellow, grow in strange shapes, simulating fingers, walking-sticks, and many other articles, while many form a fretwork of marvellous delicacy.

A yet stranger feature of the plain is the presence on the surface, particularly on the more elevated parts of the limestone country, of pieces of natural glass. They are black in colour, hard and glossy, resembling the obsidian found in some volcanic regions. Some are shaped like buttons, others are in flakes or fragments. In some places they are comparatively numerous, but how they got there no one knows. There is no volcanic country for hundreds of miles around, and probably the theory that they have been driven upwards into the air by volcanic explosions and have fallen on the surface can be discounted. It has been suggested that they are of extra-terrestrial origin, a kind of cosmic glass, and have fallen as meteorites, and that theory seems to be the one now more generally accepted. If so, they are fragments of matter which have reached the earth from outer space.

When 452 miles east of Kalgoorlie the line runs across the border into South Australia. On either side of the railway is a small stone cairn marking the boundary, but there is nothing else to mark the change from one State to another, only the boundless plain stretching away to the horizon on every side. For 150 miles beyond this the plain rolls on until it begins to seem that it is without limit. Then, over 600 miles from Kalgoorlie, you catch a glimpse of something different. From the top of a slight rise there come into view, rising dark and dim like clouds against the north-eastern horizon, long, low ranges, outliers of the Murggrave Range.

8

At the 605 miles from Kalgoorlie a long "edge" runs north and south across the plain. You descend the slope to a depression 80 feet below, and the character of the country changes. There are real trees, small things of 10 or 12 feet high, but looking like giants after the bushes of the plain. Grass grows rank and green in the hollows, and the soil is deeper, and contains more clay. After a few miles this country shades off into the sandhills, and the plain is left for good.

The sandhill belt, which begins at Ooldea, is a tangled mass of ridges and hollows of a loose material, which looks like sand, but is not real sand, but rather the accumulation through long ages of the fine dust blown off the plains to the westward. Unluckily for the railway, the ridges usually run north and south at right angles to the line, and have to be cut through. In a state of nature there is nothing of the travelling sandhills about them; they are covered with a fairly thick growth of small trees, mallee gums, myalls, black oak, silky oak, native cork, and many others, scrub and bushes, but when the surface is cleared the soil is easily moved by the wind, and the bigger cuttings have to be faced with stone.

The Ooldea soak, about 3 miles from the line, has an interest both historical and practical. In the middle of a bare, open, and most unpromising sandy hollow surrounded by steep sandhills, a permanent supply of water is to be found a few feet below the surface and while the water got by boring on this section of the line is salt, the water here is perfectly fresh. Probably there is a clay-pan under the sand which holds up the water. It has done good service, both to explorers like Giles, who, in 1875, crossed portion of the great Nullarbor Plain, and to surveyors and others, who drew upon it in the earlier stages of the work of building the railway. Originally good for only a few hundred gallons a day, the soak has been so developed in recent years that up to 70,000 gallons a week have been obtained.

The last division of the line, from the sandhills to Port Augusta, is more complex in its features, and more varied in surface, than any of the others. For about 100 miles, till the hilly country around Tarcoola is reached, the line runs across red-soil plains and undulating country. It is for the most part well-timbered with black oak and myall and occasional eucalyptus, and well grassed. From the size of the timber it would appear to have more rain than the country nearer Port Augusta. It is certainly fine pastoral country, and may yet be used for agriculture.

At Wynbring, 321 miles from Port Augusta, the granite, which has been hidden for 500 miles, again comes to the surface. A mile or so from the station a low rounded mass of granite, like a bare shell, rises above the trees.

Fifty miles further on is the first fence which the line has crossed since leaving Kalgoorlie, the outer boundary of Wilgena run. Wilgena is a fair size, even as runs go here, for it is 80 miles long by 40 miles wide, with an area of about 3,000 square miles. On a corner of it is the Tarcoola gold-field, where the rocks come to the surface in low but rugged hills. The hills die away again, and then comes the "Lake Country." It is true that the lakes are but vast shallow pans, some of them hundreds of miles square, covered with a shallow sheet of water after rains, but in the dry season mere beds of salt stretching away mile after mile. Yet somehow this shallow salt water has a blue like the blue of the sea, and the lakes are picturesque enough, with their waters gleaming in the sun, and surrounded by bluffs and mimic cliffs, with wooded slopes beyond. Of Lake Hart the line crosses a corner; and later it skirts the shores of the Island Lagoon, which has a remarkable hill, peaked like a miniature volcano, standing in the midst of it. The happily-named Lake Windabout, the line crosses too, and beyond is Pernatty Lagoon, the waters of which are impregnated with copper. Then comes 50 miles or more of plain country, with strange flat-topped hills rising to the south-west, the remains of a once continuous tableland, and the line runs across the extreme head of Spencer Gulf, at Yorky's Crossing, and reaches its eastern terminus at Port Augusta.

Animal and Bird Life.

The largest native animals on the plain are the dingoes, which establish themselves in the limestone holes and caves, and are fairly common. Of kangaroo and wallaby there are no traces except in the scrub country of the sandhills. Rabbits are numerous everywhere. Away beyond all traces of settlement, where the only human inhabitants are a few wretched aborigines, wandering in small mobs, with their dogs and their families, from rock-hole to rock-hole, the rabbit is quite at home.

Bird life is fairly plentiful. That magnificent specimen, the Australian bustard, sometimes called the plain turkey, ranges far and wide over the plain, and birds up to 25 lb. in weight have been secured. Occasionally, flocks of from 20 to 30 bustards will rise near the line, and make off in stately but by no means slow flight. Quail are met with on the plain, and at night one hears the mournful wail of the curlew, the cry of the plover, and in the spring-time the flight of wild ducks. Sometimes, too, that inveterate fisherman, the cormorant, or shag, drifts out on to this great sea of grass and bushes, where there is neither water nor fish. Swallows are everywhere, even in winter, and such small native birds as wrens and finches are common enough. The sparrow has not yet reached the plains, but it is coming. It has worked as far west as Tarcoola, and it has been reported that one was seen at Ooldea—200 miles still further west. Birds of prey are strongly represented. Huge eagles hover aloft on the look-out for rabbits, and smaller hawks also are common. The limestone caves house white owls of a variety apparently confined to this region. They are pure white in colour, except for a fringe of blackish feathers around their cat-like faces and some brown feathers on the wings.

Water.

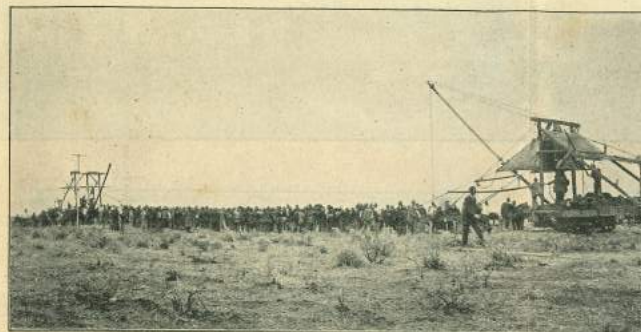
In considering the potentialities of the immense tract of country opened up by the line, the one outstanding fact to be borne in mind is that it is a region with a very small rainfall; probably no part of it has an average rainfall of as much as 10 inches a year. In exceptional years much of the country may receive more than 10 inches, but there are other years when the fall is probably very much less. The absence of water along the route



Aboriginal Camp.

was one of the main obstacles to construction. At Kalgoorlie water could be obtained from the Western Australian Government Supply Scheme, which conserves water at the Mundaring Weir, and pipes it for 350 miles to Kalgoorlie, but at the Port Augusta end the supply available was that used for the town of Port Augusta, and was insufficient. Between these two points, and even at Port Augusta itself, suitable supplies had to be secured. So far as Port Augusta was concerned the problem was solved

by drawing upon a spring in Dépôt Creek—25 miles away. This creek, like the soak at Ooldea, has an historical connexion. It was here that Eyre, when exploring the country to the north of Spencer Gulf, established his base. The creek has never been known to fail, even in the worst droughts. In a romantic gorge in the heart of the hills, 1,000 feet above sea-level, a weir was built, and from this a pipe line now delivers 60,000 gallons a day at Port Augusta.



Meeting of the Eastern and Western Tracklayers, 17th October, 1917.

When the question of water-supplies between the two terminals was taken in hand it was seen that for a great part of the way nothing could be hoped from the building of dams. The rainfall, indeed, as far as the scanty records and observations go, is fairly uniform throughout, but over the limestone country and sandhill region, which together extend from a point 167 miles east of Kalgoorlie to within less than 400 miles of Port Augusta, there is under normal circumstances no "run off." Except in very abnormal rains the water which falls soaks into the soil. For over 100 miles to the east of the sandhill country, too, the surface is so flat and the soil so absorbent that there was no hope of successful dam building. The collecting of the surface water in dams has, therefore, been confined to two lengths of the line—the first 300 miles at the western end, and the first 330 miles at the eastern end. Along these 630 miles storage has been provided for 53,000,000 gallons, of which 22,000,000 gallons is in the west. Practically everywhere that the work of conserving water on this line has been attempted it has been successful. The dams filled well, and would in some cases have filled if they had been ten times as large. Generally speaking, they also give water of better quality than that yielded by bores and wells. Unfortunately, however, owing to the drought conditions which have prevailed for some time past, little water is available from this source. At Kingoonya, 210 miles from Port Augusta, two wells put down on the floor of a broad valley have given as much as 120,000 gallons in 24 hours, and have been drawn upon for 60,000 gallons a day over long periods. This water is struck at 57 feet below the surface in a stratum of pure sand. At the present time the water from these wells is carried over 200 miles along the line.

A good supply of water was struck under similar conditions near Wirraminna—157 miles from Port Augusta. Indeed, the wells here and at Kingoonya tap what may be looked on as natural underground reservoirs, which have this great advantage, that loss by evaporation is reduced to a minimum, since the water lies beneath many feet of earth.

Over the Nullarbor Plain and amongst the sandhills boring has to be relied on, and it has given better results than were at one time thought

likely. Altogether 27 bores were put down along the 445 miles of line lying between Naratha, 205 miles out of Kalgoorlie, and a point 402 miles from Port Augusta. The depths are mostly between 200 and 600 feet, though one or two bores have been driven right through to the underlying granite, which in one case was struck at 1,470 feet. The bores yield nearly 300,000 gallons of water per day, but unfortunately its quality is not uniformly good. On one stretch of nearly 150 miles every bore put down has given salt water, while in a number of other cases the water, though good enough for stock, contains ingredients which make it unfit for locomotive use.

Pastoral Possibilities.

The pastoral possibilities of the country traversed by the line have attracted considerable attention. So far as the eastern end is concerned, such leases as exist have been held for a considerable time—in most instances before the railway was constructed. In the Western State, however, leases covering upwards of 30 million acres lying between Kitchener and the State border have been granted in recent years—chiefly since the line was opened for traffic.

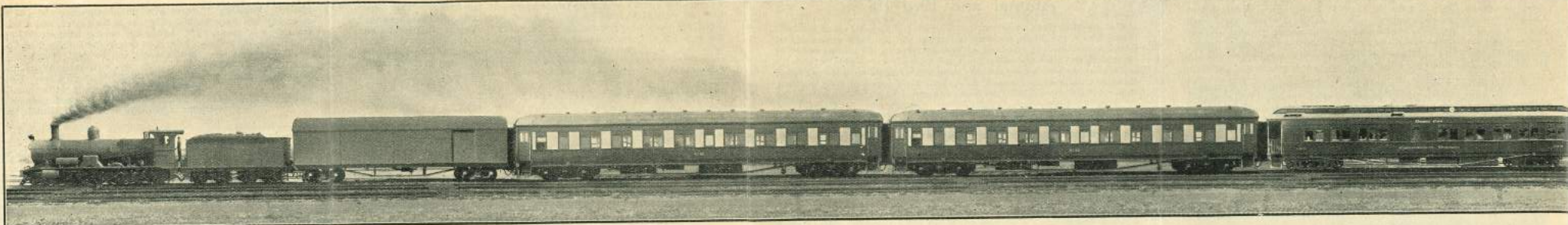
The large area vacant in South Australia from the border eastward has not yet been made available by the State. The Commonwealth authorities are anxious to have this land thrown open for occupation as early as possible, and representations to this effect have been made to the State authorities.

Climate.

The climate is almost uniformly good. In summer there are occasional hot days, such as are experienced in other parts of Australia, but the proportion of these, even in midsummer, is not by any means excessive, and on the Nullarbor Plain particularly, the evening as a rule brings refreshing breezes from the Australian Bight. The nights on any part of the line are almost invariably cool. Throughout the winter months the air is light and clear, and the sun shines in a cloudless sky. For details of temperatures see page 29.



Camel Team Carrying Chaff during Construction.



Passenger Train on the

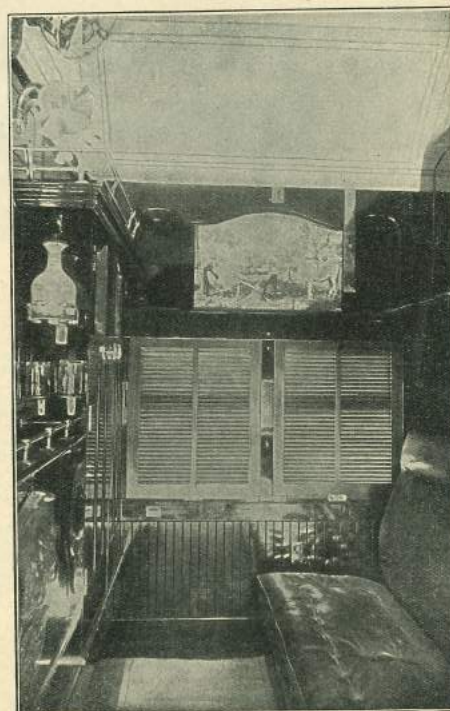
Passengers.

All traffic is carried subject to the Commonwealth Railways Act and to the By-laws and Conditions of the Commissioner.
Passengers may book between the places and at the through fares specified hereunder:—

Between—	And—	* Single Fare.		Children four years and under fourteen years.	
		Including Reserved Seats, Sleeping Berths (where provided), and Meals on Trans-Australian Line.			
		1st Class.	2nd Class.	1st Class.	2nd Class.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
Fremantle Perth	Port Augusta	10 13 6	7 1 6	6 9 6	4 4 9
	Adelaide	11 4 9	7 9 3	6 15 9	4 9 3
	Melbourne	14 9 9	9 0 6	8 18 3	5 5 6
	Sydney	18 2 5	10 18 10	11 3 11	6 5 10
	Brisbane	22 16 11	13 11 0	14 0 5	7 13 0
Kalgoorlie	Port Augusta	8 8 6	5 15 4	4 19 6	3 8 8
	Adelaide	9 19 9	6 16 9	5 15 9	4 0 0
	Melbourne	13 4 9	8 8 0	7 18 3	4 16 3
	Sydney	16 17 5	10 6 4	10 3 11	5 16 7
	Brisbane	21 11 11	12 19 0	13 0 5	7 4 0
Taroocla	Adelaide	5 12 11	3 15 8	3 3 4	2 2 6

* Sleeping berths between Perth and Kalgoorlie and sleeping berths and meals between Kalgoorlie and Port Augusta are provided for all passengers, and the charges have been included in the above fares. The booking of sleeping berths between Adelaide and Melbourne (20s.), Albury and Sydney (17s. 6d.), and Sydney and Brisbane (17s. 6d.) is optional, but the charges mentioned have been included in the fares first class quoted. Only First Class Sleeping Berths are available between Adelaide and Brisbane.

In the above fares the charges for reserved seats have been included in respect of all portions of the rail journey on which sleeping cars are not available. The charges are:—
Between Port Augusta and Adelaide, First and Second Class, 1s. 3d.; Adelaide and Melbourne, Second Class, 1s. 3d.; Melbourne and Albury, First and Second Class, 1s. 2d.; Albury and Sydney, and Sydney and Wallangarra, Second Class, 1s. 2d.; Wallangarra and Brisbane, First and Second Class, 1s.
Concession Tickets are issued under certain specified conditions to Athletic Bodies; Delegates to Conferences; Competitors at Educational Competitions; Judges at Shows; Representatives of the Press; Members of Theatrical, Concert, and Circus Companies; Rifle Clubs and Cadets; Students.



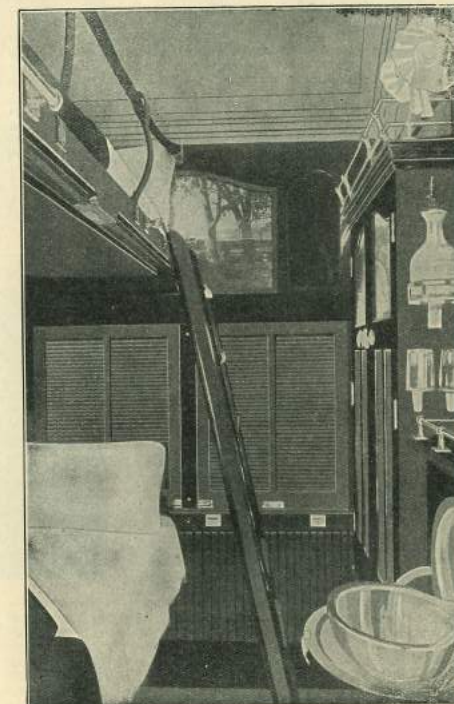
First Class Sleeping Car—Day use.

Availability of Tickets.

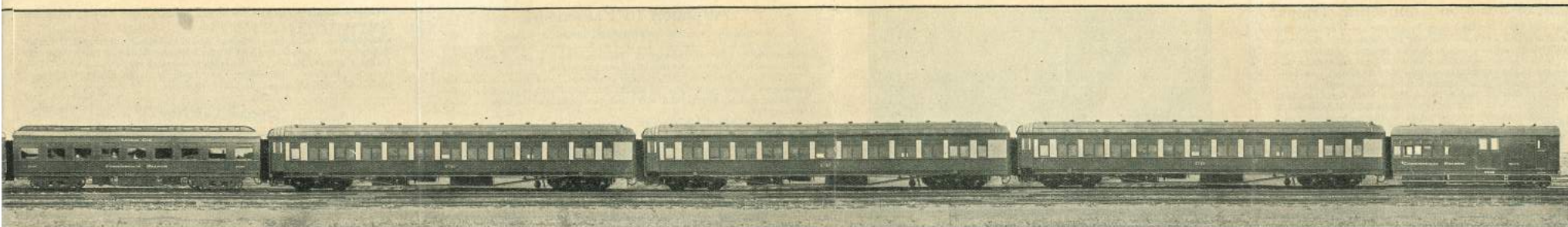
Ordinary Single Tickets.—The journey must be commenced on date of issue of ticket, and be continued by the through train on which the journey is commenced or by the first connecting train when a change of train is necessary to reach the passenger's destination, and a journey cannot be broken except as provided hereunder:—

- When a journey involves passing through one Capital City the journey from the intervening Capital City must be commenced not later than fourteen days from the date of issue of the ticket.
- When passing through two Capital Cities the journey must be commenced from the second Capital City not later than twenty-eight days from the date of issue of the ticket.
- When passing through three Capital Cities the journey must be commenced from the third Capital City not later than forty-two days from the date of issue of the ticket.
- When passing through four Capital Cities the journey must be commenced from the fourth Capital City not later than fifty-six days from the date of issue of the ticket.
- The journey may also be broken at the following stations:—
*Albury (N.S.W.), *Ballarat (Victoria), *Peterborough and *Port Augusta (South Australia), five (5) days each, while passengers holding tickets to or from Brisbane and beyond, in Queensland, may break the journey for five (5) days in all at Stanthorpe, Warwick, and Toowoomba. Such break of journey shall form portion of the period allowed at the Capital City of the State in which the intermediate break is permitted. In cases, however, where the journey commences at the Capital City of the State in which the intermediate break is permitted, the break allowed shall form portion of the following State's allotment, and, where the journey terminates at the Capital City of the State in which the intermediate break is permitted, the break allowed shall form portion of the preceding State's allotment, but in no instance shall the maximum period allowed between intervening Capital Cities be exceeded.
- In computing the number of days the day of issue shall not be counted.
- For the purpose of break of journey privilege Kalgoorlie shall be deemed to be a Capital City.
- Break of journey will not be permitted at Perth on tickets issued to or from Fremantle.

* Each passenger breaking the journey at an intermediate station other than a Capital City must affix his or her signature in the space provided therefor on the butt of the ticket, and shall deliver the ticket at such station when the journey is broken, and obtain a receipt therefor. This receipt must be delivered to the Stationmaster when the journey is resumed, when the passenger must affix his or her signature to the receipt in the presence of the Stationmaster, who shall compare such signature with that on the butt of the ticket, and, if satisfied that the signatures are the same, shall return the ticket to the passenger.



First Class Sleeping Car—Berths made up.



Trans-Australian Railway.

Sleeping Cars.

First Class and Second Class Sleeping Cars are attached to through trains running between Kalgoorlie and Port Augusta, and the rate for sleeping berths shall be 12s. 6d. each First Class and 8s. each Second Class for each night, or portion of a night, a berth is to be occupied. This charge will be made whether the bed is made up in a sleeping car or in a compartment.

Berths may be engaged at the Railway Office at which inter-system tickets are issued at Brisbane, Sydney, Melbourne, Ballarat, Adelaide, Port Augusta, Kalgoorlie, Fremantle, or Perth for any specified departure date (on which a train is scheduled to run) from Port Augusta or Kalgoorlie, as the case may be, up to the number of berths which these respective offices are empowered to allot for such train.

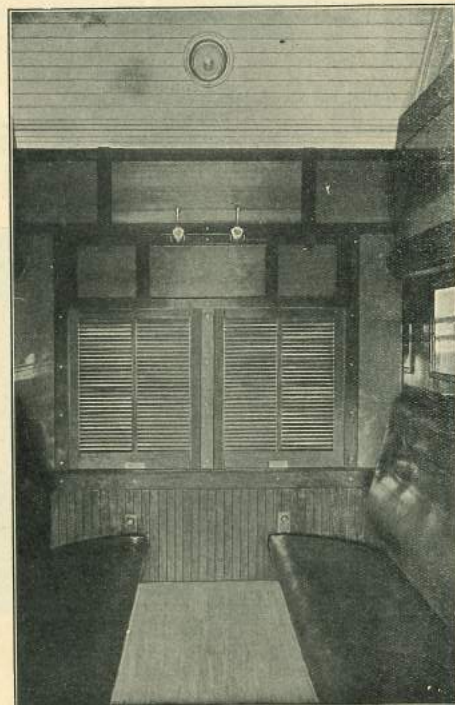
Every person purchasing a ticket entitling him to travel the whole distance between Kalgoorlie and Port Augusta must (except when non-sleeping car is attached, and the person travels by such car) at the same time purchase the necessary sleeping berth coupon for this journey, the coupon forming part of the rail ticket.

When a passenger books his passage he should reserve his berth for the date on which he desires to depart from Port Augusta or Kalgoorlie unless the date of his journey over the Trans-Australian Line is not certain. In this case the procedure outlined hereunder is to be followed.

Any person who purchases a rail ticket for the Trans-Australian Railway at Brisbane, Sydney, Melbourne, or Perth, and who wishes to reserve sleeping accommodation at some time subsequent to the time of purchasing such ticket, may do so at (a) Sydney, Melbourne, or Adelaide in the case of tickets issued at Brisbane; (b) Melbourne or Adelaide in the case of tickets issued at Sydney; (c) Adelaide in the case of tickets issued at Melbourne; and (d) at Kalgoorlie in the case of tickets issued at Perth, at any time within the period of availability of the ticket.

Unless a passenger has his berth definitely reserved no guarantee is given that it will be possible to accommodate him on the Trans-Australian Railway. Any passenger who is booked for the Trans-Australian Railway, and who cannot be given a definite berth allotment at the time of booking or before train departure time, travels subject to the condition that on arrival at Port Augusta or Kalgoorlie, as the case may be, the Commissioner reserves the right to allot such passenger either a lower or upper berth.

Separate sleeping accommodation will not be provided for any child being carried free; it may, however, occupy the same berth as the parent or guardian without extra charge. One child four (4) years of age and under fourteen (14) years of age occupying the same berth as parent or guardian, will be charged half the ordinary sleeping berth fee. Discretion will be exercised in booking a child of the opposite sex with parent or guardian, e.g., a boy six years and over travelling with his mother will not be booked in a ladies' compartment unless all the occupants belong to the same party. One child four years of age but under fourteen years occupying a separate berth will be charged the ordinary fare for such berth. Two children four years of age and under fourteen years may occupy and will be charged for one berth, provided they purchase between them an adult rail



Second Class Sleeping Car—Day use.

¹ticket. **NORM.**—In this latter event an excess fare ticket will require to be issued for an amount representing the difference between the charge for one adult meal ticket (Trans-Australian Railway) and the charge for two children, viz., First Class, 5s. 6d.; Second Class, 6s.

Any office entitled to reserve sleeping accommodation may, when requested, cancel any accommodation so reserved on payment of 10s. cancellation fee for First Class, and 5s. for Second Class, provided the application is lodged not later than 12 noon on the day preceding that on which the last train departs by which a passenger could leave the point at which the application for cancellation is made to utilize the accommodation.

Only one cancellation in respect of any individual passenger journey will be permitted.

The Commonwealth Railways Commissioner does not undertake to refund amounts paid for sleeping berth accommodation.

Reservation of Sleeping Berths on Connecting Trains.

(a) *On Perth-Kalgoorlie Line.*—Every person purchasing a ticket entitling him to travel from Perth or Fremantle to Port Augusta, Adelaide, Ballarat, Melbourne, Sydney, or Brisbane, or vice versa, must at the same time engage and pay for a sleeping berth between Perth and Kalgoorlie. The sleeping berth coupon forms part of the through ticket.

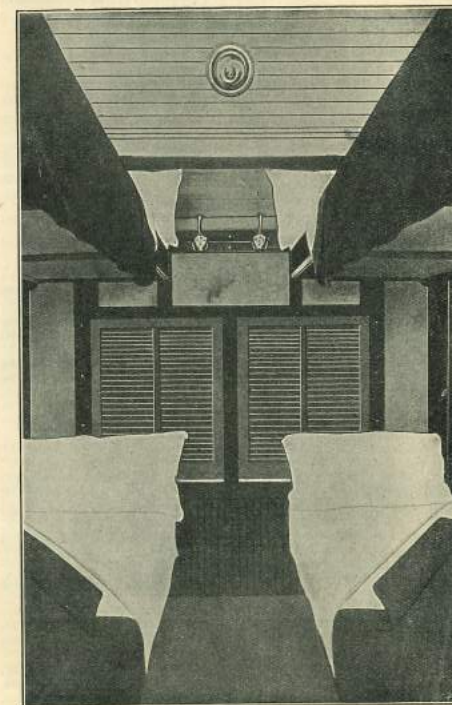
On other Systems.—(a) The Commissioners of the State Railways have entered into an agreement under which passengers from Western Australia may, when booking over the Trans-Australian Railway, also pay for sleeping berths between Adelaide and Melbourne, Melbourne and Sydney, or Sydney and Brisbane. Berths between Adelaide and Melbourne, and Melbourne and Sydney, can generally be allotted at Perth, but when this is not possible the procedure shown hereunder is to be followed.

In addition, passengers may notify the Senior Conductor on the Trans-Australian Railway as to berths required between Adelaide and Melbourne, and on payment being made to the Senior Conductor for such berths telegraphic advice as to the requirements will be sent to Adelaide from the nearest telegraph station.

Whenever berths are paid for, as provided in the two preceding paragraphs, passengers will receive a certificate acknowledging payment (except when a berth between Adelaide and Melbourne, or Melbourne and Sydney, has been definitely allotted, in which case a sleeping berth ticket will be issued), and the certificate must be presented and exchanged for a berth ticket at the Booking Office at Adelaide, Melbourne, or Sydney, as the case may require.

The State Railways Commissioners, however, do not, unless a sleeping berth ticket is actually issued, guarantee to have berths available, but as the number booked is telegraphed forward from point of booking, or the nearest telegraph station, the passenger's prospect of obtaining a berth in this way is considerably better than if the application were left until his arrival at a point where the berth tickets are issued.

A refund will be made on the certificate if a berth is not available.



Second Class Sleeping Car—Berths made up.

Reservation of Seats on Connecting Trains.

(a) Seats (First and Second Class) may be reserved on express trains between Port Augusta and Adelaide, Adelaide and Melbourne, Melbourne and Sydney, and Sydney and Brisbane, in either direction.

(b) Passengers from Western Australia, when taking out rail tickets, may reserve definite seats on the express trains from Port Augusta to Adelaide, Adelaide to Melbourne, and 5 p.m. Melbourne to Sydney express.

(c) The Senior Conductor of the Trans-Australian train also attends to the allotment of reserved seats between Port Augusta and Adelaide for passengers who have not already reserved same, and issues tickets for such reservations. He also ascertains from passengers travelling to Melbourne, Sydney, and Brisbane, if reserved seats are desired on the 8.30 p.m. Adelaide-Melbourne express and the 5 p.m. Melbourne-Sydney express. The information is telegraphed to Adelaide and Melbourne (Spencer-street) respectively, at which points the passengers concerned must take out their reserved seat tickets immediately after arrival. The charge for each seat in either class is 1s. 3d. Port Augusta to Adelaide, 1s. 3d. Adelaide to Melbourne, 1s. 2d. Melbourne to Albany, and 1s. 2d. Albany to Sydney.

NOTE.—Passengers travelling from Western Australia to Sydney and Brisbane are not permitted to travel on the 5 p.m. Melbourne to Sydney express unless they have reserved seats on that train and have obtained their tickets. Should a seat not have been reserved, the journey to Sydney from Melbourne must be made by the first division which leaves Melbourne at 4 p.m.

Passengers from Overseas.

Passengers travelling on vessels bound to Fremantle, and who desire to reserve accommodation to the Eastern States, should consult the Purser.

A code has been compiled, and full arrangements made for Radiograms to be sent to the "Manager, Railways, Perth," with the least possible expense to the passenger.

The purser will give full particulars.

Dining Cars.

A Dining Car is attached to each Through Passenger Train running between Kalgoorlie and Port Augusta.

Breakfast is served from 7.30 a.m. till 9.30 a.m.

Passengers may partake of breakfast whenever there is room in the car between the hours specified.

There are three sittings for Luncheon and Dinner respectively, viz. :—

* Luncheon.—12 noon, 12.45 p.m., 1.30 p.m.

Dinner.—5.30 p.m., 6.15 p.m., 7.15 p.m.

* On arrival days at Kalgoorlie, the sittings for Lunch will be :—Thursdays, 12 noon, 12.45 and 1.30 p.m. Tuesdays and Sundays—If two sittings, 12 noon and 12.45 p.m. If three sittings, 11.45 a.m., 12.15 and 12.45 p.m.

For Luncheon and Dinner the Senior Waiter will issue "call" slips for the first, second, or third sitting, as the case may be. Passengers will assist in securing punctuality of meals by attending promptly when "called."

In respect of "through" passengers a charge is made to cover all the meals served in the Dining Car on the Trans-Australian Railway. The charges are as under :—

	1st Class.	2nd Class.
Adult	s. d. 18 6*	s. d. 16 0
Child (four years and under fourteen)	12 0*	11 0

Children under four years of age receive meals free of charge.

* These charges cover also the provision of early morning tea served in the passenger's compartment, if ordered over-night, afternoon tea served in the Lounge Car, and Coffee served in the Lounge Car after dinner.

Every through passenger must pay according to the scale of charges set out above, the coupon forming part of the rail ticket.

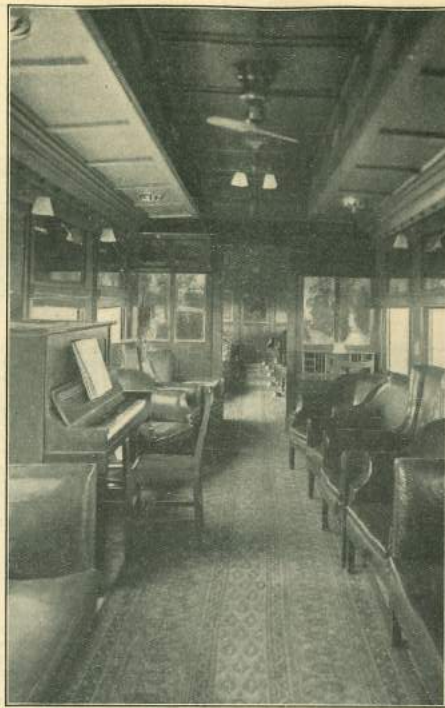
Passengers not travelling the whole journey between Port Augusta and Kalgoorlie will be charged for meals actually partaken, as under :—

Breakfast, 3s. 6d.; Luncheon, 3s. 6d.; Dinner, 4s.

Children four years and under fourteen years of age, two-thirds of these charges.

Light refreshments (other than those covered by meal tickets), aerated waters, confectionery, tobacco, cigars, cigarettes, magazines, picture post-cards, and playing cards are obtainable at moderate cost from Conductors or Waiters on the train.

Immediately after leaving Port Augusta or Kalgoorlie, as the case may be, the Senior Conductor will prepare a complete list of through passengers. He will hand to each passenger a slip with reads—"Dining Car Service.



Lounge Car, showing Piano: a unique feature of the Trans-Australian service.

Serviette Number Kindly inform Waiter when requested." The number quoted is that of the passenger's serviette, and the conduct of the Dining Car and the comfort of the passengers will be assisted if the number is borne in mind, and promptly conveyed to the Waiter on the passenger taking his seat in the Dining Car for each meal.

Australian Dried Fruits are used in this Service.

Comfort and Convenience.

Trains are electrically lighted throughout, and First Class cars have, in addition to the ordinary overhead light, a special reading light at the head of each berth, and an electric fan in each compartment.

The First Class sleeping cars have two-berth and the Second Class sleeping cars four-berth compartments.

First class passengers have the free use of a comfortable lounge car, which is divided into a smoking and a non-smoking saloon respectively, and is fitted with writing tables supplied with stationery for the use of passengers. A unique feature of the lounge cars is the piano carried, available for use by passengers without charge. First Class passengers have also the free use of a shower bath on each train.

The train has been specially designed to permit of the free movement of passengers throughout the journey, and the social advantage of this feature is much appreciated.

Attention to Passengers.

Conductors are provided in both First and Second Class cars.

It is the duty of Conductors and Waiters to minister in every reasonable way to the comfort of passengers. Their instructions are to, give ladies, children, elderly people, and invalids special attention.

In the First Class cars Conductors are expected, in addition, to clean the passengers' boots each night, to supply warm water as required for toilet purposes, and to receive and carry out the passengers' orders for early morning tea.

It is not desired, and it is not necessary, that either Conductors, Waiters, or any other of the employees should be offered "tips."

Any complaints should be reported at once to the Senior Conductor or Senior Waiter, and if not rectified, full particulars should be conveyed in writing to the Chief Traffic Manager, Commonwealth Railways, Port Augusta.

Importation of Fruit.

The importation of fruit from Western Australia into South Australia is prohibited under State law, whilst the importation of apples, pears, and quinces into Western Australia is similarly forbidden. *Fruit of any kind therefore will not be accepted for transport eastward over the Trans-Australian Railway, nor apples, pears, and quinces for carriage into Western Australia.* Passengers are requested to refrain from the introduction into the States named of fruit as specified either in their luggage or otherwise.

Plants and trees (without soil) will be accepted for carriage between Western Australia and South Australia under certain conditions only, particulars of which may be obtained at the State booking offices.

Telegrams and Press News.

Nearly every station at which the train stops on the Trans-Australian Railway is a public telegraph station, from which passengers may dispatch telegrams. Passengers may also have telegrams addressed to reach them en route. Such telegrams may be addressed care of the Stationmaster at Port Augusta or Parkerton, or at any of the intermediate stopping-places. The direction in which the passenger is travelling (that is, eastbound or westbound), and the date on which he is expected to leave or has left Kalgoorlie or Port Augusta, as the case may be, should be given in the address.

The Department has made arrangements under which a brief summary of the more important news of the day is telegraphed along the railway, and made available in the Lounge Car en route.

Passengers are consequently enabled to keep in touch with their business or private affairs and with public events throughout the journey.

Special Cars available for Hire.

Special Car No. 1.

A splendidly appointed self-contained car, accommodating up to eight persons, is available for hire. The car contains two special bedrooms and three two-berth sleeping compartments, dining saloon, observation platform, bathroom (hot and cold water service), kitchen, &c., and is electrically lighted and heated.

The rates for the hire of Special Car No. 1 are as follow :—

Single journey—In either direction between Port Augusta and Kalgoorlie—

When four persons or less travel . . £65

When five or six persons travel . . £70

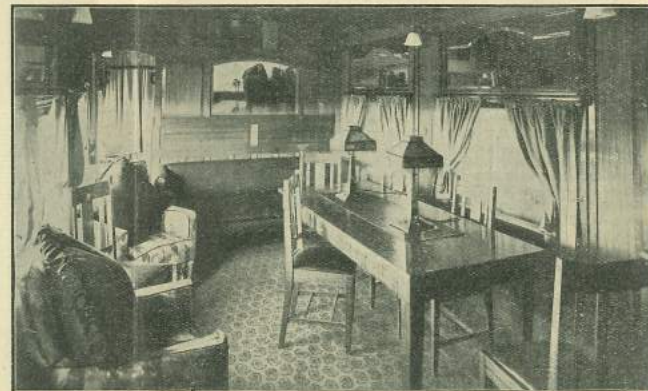
When seven or eight persons travel . £75

Return journey—If undertaken within fourteen days of commencement of forward journey, the charge for the round trip shall be 50 per cent. additional on foregoing rates.

When meals are prepared and served on the Car, the following additional charges shall apply—

For four persons or less . . . £17

For from five to eight persons . . £20



Saloon—Special Car No. 2.

First Class Passengers (including Passengers holding Holiday Excursion Tickets) are allowed to carry with them by the same train 112 lb., and Second Class Passengers 84 lb., of bona fide luggage free of charge. Half-fare Passengers are allowed only half these weights.

Passengers from Overseas.—Inter-System Passengers arriving by or joining steamers from or to ports outside the Commonwealth, shall be granted the free allowance prescribed hereunder, viz.:—

	Adults.	Children holding half tickets.
First Class	2 cwt. ..	1 cwt. ..
Second Class	1½ cwt. ..	84 lb. ..

- subject to the following conditions, viz.:—
- (i) that the free allowance specified shall apply to one inter-system rail journey only in the case of passengers holding single steamer tickets, and to one forward and one return inter-system rail journey only in the case of passengers holding return or circular steamer tickets, and such journey or journeys must be commenced within one month of arrival in, or departure from, the Commonwealth; and
- (ii) that the passenger must submit proof of his or her bona fides, either by the production of the steamer ticket or of a certificate from the steamship company that he or she has travelled or is travelling by the company's vessel from or to a port outside the Commonwealth."

Luggage Checks.—Passengers may "check" their luggage between any of the places at which inter-system rail tickets are on issue.

Luggage must be delivered at the station at least 30 minutes before the time fixed for the departure of the train by which the passenger desires the luggage to be carried.

If the quantity is in excess of the free allowance, parcels rates on the bulk weight must be paid for the excess luggage, and a receipt showing the amount paid, the number of packages, and the destination must be given to the passenger. The receiving porter will affix an "excess" luggage ticket to the luggage, and label each package to the passenger's destination. The receipt takes the place of the luggage check or checks in respect of the whole of the passenger's luggage, for portion of which excess luggage rates have been paid.

Passengers' tickets must be presented to the proper employee of the Commissioner before their luggage will be checked or labelled.

Passengers should claim their luggage at the place of destination on arrival of the train, and prove the ownership by giving up the numbered check for each article, or the receipts for the excess rates that have been paid. All luggage unclaimed will be held by the Stationmaster, and will be forwarded to Port Augusta if not claimed at the expiration of a fortnight.

For all purposes of proving ownership or obtaining delivery of luggage carried free or at excess rates the checks issued represent the articles carried free, one check for each; and the receipts for excess rates represent the whole of the passenger's luggage, for portion of which excess rates have been paid.

Passengers should have their names and the name of the station to which they are proceeding, distinctly marked on their luggage, and if the luggage be left behind and forwarded by a subsequent train, through neglect of this precaution, ordinary parcels rates will be charged. To prevent mistakes, passengers should also have all old labels and addresses removed from their luggage.

Checks will not be issued to any station to which the ticket held is not available; neither will the passenger's luggage be divided by checking part of it to one station and part to another.

It is optional with passengers to require checks for luggage according to these conditions; but should they omit to do so their luggage will be entirely at their own risk, whether lost, miscarried, or left behind.

Cloak Room, Kalgoorlie.

Prior to the arrival of westbound trains at Kalgoorlie the Conductors on the Trans-Australian train will ascertain from passengers whether they desire their luggage placed in the cloak room at Kalgoorlie.

Conductors will collect such luggage from passengers, issue cloak room tickets, and attend to the conveyance of the articles to the cloak room. The cloak room charge is 3d. in respect of each package.

When passengers desire to take delivery of their luggage it will be necessary to present the cloak room checks issued by the Conductors at the cloak room, Kalgoorlie Station.

Parcels.

Parcels may be booked through only between the following places and at the rates shown:—

		Not exceeding—												Each add'l 28 lb. or part thereof in excess of 1 cwt.										
Between	And—	3	7	14	28	42	56	70	84	98	112													
		lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.												
South Australia and Western Australia.																								
Port Augusta	Perth	6	0	7	3	11	6	15	9	21	9	28	6	33	9	35	6	40	9	42	3	10	0	
Adelaide	Perth	3	4	4	5	6	10	11	14	18	23	24	27	6	27	6	27	6	27	6	27	6	27	6
"	Kalgoorlie	6	0	7	6	11	4	16	6	23	2	29	5	37	2	43	0	43	0	9	10	0	0	0
"	Perth	7	9	9	9	15	1	21	3	32	9	38	8	46	5	48	2	55	9	57	3	13	4	0
"	Perth	7	9	9	9	15	1	21	3	32	9	38	8	46	5	48	2	55	9	57	3	13	4	0
"	Perth	7	9	9	9	15	1	21	3	32	9	38	8	46	5	48	2	55	9	57	3	13	4	0
Victoria and Western Australia.																								
Melbourne	Kalgoorlie	8	1	10	5	15	5	23	2	32	1	40	8	51	0	51	0	60	0	60	0	13	7	0
"	Perth	9	10	12	8	19	2	27	11	38	7	49	11	60	3	62	0	73	9	74	3	17	1	0
Ballarat	Perth	7	10	10	1	15	2	22	5	31	4	40	0	50	2	50	2	58	11	58	11	13	7	0
"	Perth	9	7	12	4	18	11	27	3	37	10	49	9	59	5	61	2	71	8	73	2	17	1	0
"	Perth	9	7	12	4	18	11	27	3	37	10	49	9	59	5	61	2	71	8	73	2	17	1	0
New South Wales and Western Australia.																								
Sydney	Kalgoorlie	11	7	14	9	21	4	31	10	43	8	54	10	69	1	82	3	82	3	19	2	0	0	0
"	Perth	13	4	16	7	25	1	36	7	50	2	64	1	78	4	95	0	98	6	98	6	22	8	0
"	Perth	13	4	16	7	25	1	36	7	50	2	64	1	78	4	95	0	98	6	98	6	22	8	0
Queensland and Western Australia.																								
Brisbane	Kalgoorlie	14	0	18	5	27	7	36	3	56	4	69	10	89	4	89	4	104	6	104	6	25	5	0
"	Perth	15	9	20	8	31	4	45	0	62	10	79	1	98	7	100	4	117	3	118	3	28	11	0
"	Perth	15	9	20	8	31	4	45	0	62	10	79	1	98	7	100	4	117	3	118	3	28	11	0

Commercial Travellers' Samples.

Commercial Travellers' Samples shall mean articles of merchandise for exhibition samples and not for sale or disposal, consigned by—

(a) Commercial travellers representing wholesale firms who hold a permit issued by the Chief Traffic Manager, or a certificate issued by the Commercial Travellers' Association; or

(b) Commercial travellers representing combined wholesale and retail firms who have signed an approved undertaking, and whose travellers hold a permit or a certificate as in (a).

The samples must be contained in approved tins, hampers or leather sample trunks, each weighing not more than 2 cwt. nor measuring more than 30 cubic feet.

Each tin, hamper or leather trunk shall have the name of the firm and home station legibly painted thereon in 2-in. letters, and the name of the traveller in 1-in. letters at each end.

In the case of tins and leather trunks a painted space, measuring not less than 5 inches square, or a space of similar dimensions enclosed by painted lines shall be provided at one end to accommodate the railway parcels label to be placed at the right-hand corner under the firm and travellers' names.

For the same purpose hampers must be provided with a tin or leather plate of the above dimensions, to be attached in the position indicated in the preceding paragraph.

Only one suit case containing samples can be taken by the traveller in the compartment in which he is travelling; the second suit case, if used for the carriage of samples, must be placed in the Guard's van.

Commercial travellers who are in possession of permits or certificates (as prescribed in first paragraph) holding first class tickets will be allowed 2 cwt. of samples free; those who hold second class tickets will be allowed 1½ cwt. free. Such allowance includes personal luggage.

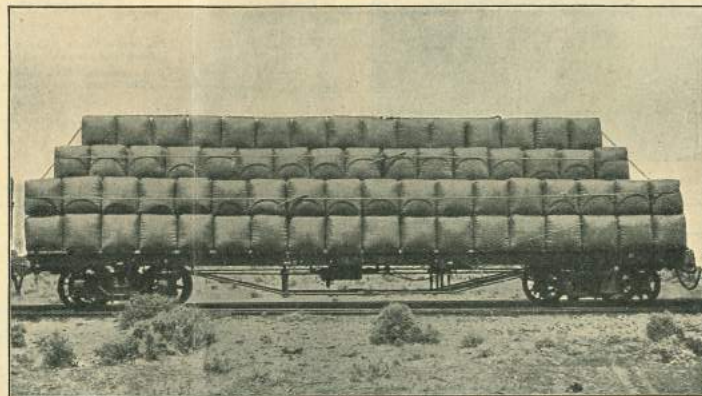
The same allowance shall be made to assistants travelling with commercial travellers on production of a permit from the Chief Traffic Manager.

The maximum weight for any traveller shall be 17 cwt. inclusive of free luggage allowance. Any excess of this weight to be charged for at full rates on outwards and homeward journey. All samples in excess of the free allowance or in excess of the weight paid for at the periodical rates, as the case may be, will be charged for at full parcel rates on the bulk weight on the outward journey by goods or passenger train, and returned free on the corresponding homeward journey over the identical route to which they were sent on the forward journey. In cases where the homeward journey is made by an alternate route, full parcels rates shall be charged for the whole of such homeward journey.

Excess samples may be either prepaid or forwarded "to pay" provided the traveller intimates at the dispatching station that he has excess weight to be invoiced, and arranges for the samples to be way-billed accordingly.

The free allowance of samples will be carried by any ordinary passenger train, and, provided there is room in the brake-van, and the train will not be delayed thereby, excess samples may also be forwarded by the same train, otherwise they will be forwarded by a following train. The Commissioner reserves the right to limit the quantity of samples which may be carried by any passenger train if the conditions render it necessary.

These regulations apply only to goods used bona fide as samples. If the goods, or any portion of them, be sold, ordinary parcels rate will be charged on the weight originally consigned; and if any samples be not booked in accordance with these regulations they shall be charged full parcels rates.



Load of Wool (165 bales) grown at Hesso, Trans-Australian Railway.

The benefit of these regulations shall not apply to holders of holiday excursions, cheap excursion, or any other form of concession tickets, but shall apply to the holders of single tickets, which must be produced with the consignment note.

The opening of samples by commercial travellers in Railway Luggage or Parcels Rooms or Goods Sheds for the purpose of repacking samples or abstracting or adding to the contents of receptacles shall not be allowed.

Live Stock Traffic.

Special attention has been given to the provision of suitable vehicles for the conveyance of live stock over the Trans-Australian Railway. The sheep vans are spacious, well-drained, and give more head room than the ordinary Railway sheep van; while the cattle vans are also particularly commodious. Both vehicles are 37 feet 8 inches long over the couplers and 8 feet 11 inches wide.

The number of animals which can be conveyed in the trucks varies, of course, with the size of the animals; but it may be stated that a sheep van will comfortably contain 200 three-quarter-wooled South Australian sheep, and the cattle vans twenty 700-lb. beasts.

All vehicles in use at present are of the bogie type, and this fact together with the use of the automatic centre couplers ensures the easy riding of the vehicles.

The suitability of the vehicles has been amply demonstrated by the successful results obtained in the conveyance of stock with very small losses.

The rates for the conveyance of live stock have been kept as low as possible, and the following examples are quoted for the information of those who may be interested:—

RATE FOR ONE TRUCK (BOGIE) OF SHEEP (APPROX. 200 HEAD) OR ONE TRUCK (BOGIE) OF CATTLE (APPROX. 20 HEAD).

Between—	Miles.	Charge.
Bookaroo and Port Augusta	52	£ 3 9 0
Pimba and Port Augusta	113	7 0 2
Wirraminna and Port Augusta	157	9 11 6
Kingoonya and Port Augusta	209	12 9 2
Karoolie and Parkerton	66	4 5 4
Randells and Parkerton	48	3 4 4

Drivers' passes are issued to bona fide attendants accompanying consignments of not less than three trucks for distances over 30 miles.

A rebate of 10 per cent. off the ordinary full truck rates is allowed on consignments of not less than three full trucks of store stock sent for grazing or stock forwarded for stock country. This allowance is subject to the presentation of certain certificates and to certain conditions, particulars of which will be supplied on application to the Chief Traffic Manager, Port Augusta, or Stationmasters in charge of stations on the line. It may be stated in this connexion that, while the Trans-Australian Railway has enabled stock to be marketed which could not prior to its construction be got to the market at all, and while it has enabled other stock to reach market in a better condition than formerly, it has, in addition, met a need of the first importance by providing stock-owners a getaway in case of adverse seasons.

A special rate of £30 per truck exists for train loads of not less than eighteen full bogie trucks for distances of not less than 700 miles. Under this arrangement many specials have run between Port Augusta and Kalgoorlie, and many thousands of sheep, cattle, and horses have gone from South Australia to Western Australia and vice versa at a very low rate per head. Unfortunately, owing to an embargo placed by the Western Australian Government on the importation of cattle from South Australia into Western Australia, it is not possible at present to convey cattle westward from South Australia beyond the Western Australian boundary, and a promising market has been destroyed. No embargo exists on horses or sheep, but certificates from stock inspectors have to be obtained by owners and handed to the Stationmaster before departure of stock intended to enter another State.

In order to give quick transit of single trucks of stock between Port Augusta and Kalgoorlie, it is the practice, when the load of the train permits, to attach a vehicle to the Express train, and for this a charge of £38 6s. 8d. per truck is made. This arrangement has been availed of very considerably, and is very favorably viewed by persons desiring to send small lots of rams, sheep, and horses from one State to the other.

All orders for live stock trucks should be lodged in good time with the Chief Traffic Manager, Port Augusta, so as to ensure vehicles being available.

STATEMENT showing Maximum, Minimum, and Mean Summer and Winter Temperatures at Stations on the Trans-Australian Railway compared with the Australian Capital Cities and London.

STATIONS.	SUMMER TEMPERATURES. December, January, February.			WINTER TEMPERATURES. June, July, August.		
	Average Maximum.	Average Minimum.	Average Mean.	Average Maximum.	Average Minimum.	Average Mean.
TRANS-AUSTRALIAN STATIONS—						
Port Augusta ...	89.3	65.3	77.3	63.9	45.1	54.5
Tarcoola ...	93.9	63.2	78.6	65.3	39.0	52.2
Cook ...	91.6	60.0	75.7	60.3	38.6	50.2
Rawlinna ...	88.7	60.1	74.4	64.1	41.6	52.9
Kalgoorlie ...	92.3	63.4	77.9	63.2	43.9	53.6
AUSTRALIAN CAPITALS—						
Sydney ...	77.7	64.3	71.0	60.9	47.2	54.1
Melbourne ...	77.2	56.1	66.6	57.0	43.1	50.0
Brisbane ...	85.1	68.3	76.7	69.6	49.7	59.7
Adelaide ...	85.4	60.9	73.1	60.4	45.7	53.1
Perth ...	83.3	62.4	72.9	63.4	48.5	56.0
Hobart ...	70.8	52.5	61.6	53.2	40.3	46.8
Canberra (district) ...	81.4	55.5	68.5	53.5	34.8	44.5
LONDON						
LONDON	SUMMER TEMPERATURES. June, July, August.			WINTER TEMPERATURES. December, January, February.		
	Average Maximum.	Average Minimum.	Average Mean.	Average Maximum.	Average Minimum.	Average Mean.
LONDON	69.4	52.9	61.2	44.3	35.2	39.8

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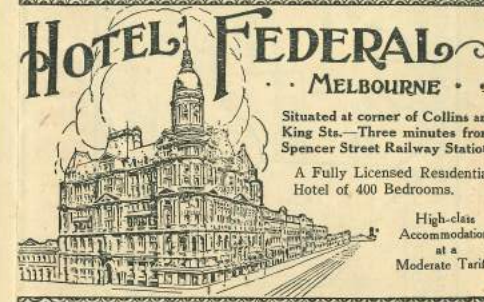
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